



Fall 2015

Northern Skies

Official Magazine of the Montana Wing Civil Air Patrol



HIGHLY SUCCESSFUL!





NORTHERN SKIES

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Missions! Missions! Missions!

Over the last one hundred and eighty days MTWG has seen a sharp increase in our operational tempo of missions. We have had missions ranging from supporting county sheriffs on missing person searches to assisting the National Weather Service with post storm damage assessment in Great Falls. All of this is due to the hard work of members like you, in the units, working hard to stay proficient on tasks and keeping equipment tip-top so when the call comes in, we rush out.

All of these skills came together, highlighted in our biannual evaluation in Helena. The Air Force evaluation team graded MTWG Highly Successful for our performance of Emergency Services. Over seventy members, eight airplanes (two from RMR), and twelve vehicles descended on Helena to showcase our response capability in scenarios ranging from a missing aircraft, missing person, aerial photography and disaster response. Our first flight launched Friday evening the full force of MTWG taking to the skies at first light Saturday morning in a scenario that tested both communication and team work. MTWG Communication



**Col. Nolan S. Teel, Commander,
Montana Wing**

worked hard to keep multiple aircraft and ground teams in constant communications over a great distance while air operations worked to keep planes accounted for, safe and on target. Our mission search goal was realized during the final flight; as our aircrew located the target right as they prepared to return to Helena. None of this would be possible without the Incident Command Post staff working to plan, coordinate and monitor the mission as a whole, resulting in the safe execution of all tasks. There are too many people to thank for the hard work, but

Continued on page 7...

BIENNIAL OPERATIONS EVALUATION

Proved our Emergency Services Mission to be Prepared and Ready

By Lt. Col. Pete Graf

We're serious about Search and Rescue, the primary portion of our Emergency Services Mission, in Montana Wing Civil Air Patrol. The Highly Successful rating received from the Air Force evaluation team on 27 June 2015 clearly showed that the way we perform in Montana CAP is spot on. During the inbrief, the evaluation team made it clear that a rating of Satisfactory was the standard, a good solid grade, and that it should be our target. Of course, Montana CAP would not be satisfied with an average score; therefore we clearly demonstrated that we are far better than average.

Knowing more than a year before the OPSEVAL (Operations Evaluation) that it was scheduled for the end of June 2015, Col Nolan Teel and his staff, Lt Col Peter Graf's Operations Directorate staff, Capt Bob Schneller Emergency Services staff, began preparations early. As we counted down to the OPSEVAL, we also counted up. This up count was for the number of exercises that we conducted or attempted to conduct when the weather in Montana was against us. Some exercises were cancelled completely and others were changed or truncated. On



the last two exercises the skies were completely clear but the winds were out of limits causing us to cut the weekends short. By the time the OPSEVAL came around, the weather against us count had mounted to 18 exercises in a row.

Real preparations began in January 2015. We conducted a Table-Top Exercise (TTX) and some limited local flying due to weather preventing a combined exercise. During the months of February through May, we were able to join up at Helena to train air, ground, and staff crews and clean bugs out of our operations. Being innovative, we decided to try something new this year. Normally the Incident Command Post (ICP), the brains and controlling point of the operation, is collocated

with the Operations (aircraft and ground crew) portions. We decided to locate the ICP and the ground branch at Ft Harrison and the air branch on the flight line at Helena Airport. This made communications, led by Sgt Matt Carlson and Capt Del Schneider, a little more complicated because of the separation. However, the communications unit promptly stepped up and set up a communications network that completely overcame the distance.

The OPSEVAL began on the 22nd of June, when Lt Col Peter Graf, Incident Commander, received the initial inputs from the evaluation team to determine our ability to conduct a Wing-wide crew and equipment recall and our Airborne Photography capability. These non-time-critical operations were performed

very well and completed ahead of deadline. The photo mission was flown by a single aircrew and the recalls were by telephone. Therefore, only a few wing members were involved during the lead-up week.

Then on Friday, the 26th, the Wing came together at Helena starting at 0830 to begin preparations for the main portion of the OPSEVAL. The ICP members arrived and quickly used the minimal OPSEVAL inputs to plan the day's search for a simulated missing aircraft in the mountains east of the Madison River about 30 miles southeast of Ennis, MT. Plans were also made for the oh-dark-thirty beginning of Saturday's operations. Capt Bob Schneller, Air Operations Branch Director, quickly established the flight operations branch at Mustang Micky's under the tower on the south side of the Helena airport. His Flight Line Supervisor, C/ Capt Chris Rodwick impressed the evaluation team with his well-run aircraft taxi and refueling operations. All members maintained a strong sense of urgency throughout the OPSEVAL because we assumed there could still be live persons in that simulated missing aircraft.

Only a few search hours were flown on Friday because the clues were minimal. On Saturday, we were totally serious about locating the missing aircraft and launched all six Wing aircraft early to comb the search area. Meanwhile our two ground teams continued to prepare for dispatch and train their crews. They did not dispatch early since the clues did not lend

to a specific spot where it would be reasonable to send a ground team to search. However, one ground team was dispatched on Saturday to Three Forks MT to provide a communications bridge for the aircraft that were flying 35-50 miles south. It is critical to maintain contact with the aircraft in order to re-dispatch as new clues come in and ensure the safety of all flyers at all times. As clues were uncovered, we narrowed the search area and at about 1500 located the simulated crash site of the aircraft. We coordinated with ground teams from the Gallatin County Sheriff department to confirm the location of the site. Air and ground crews were then recalled as the target was found.

Although, the OPSEVAL was for the MT CAP and the Incident Commander was from Montana, we could not have managed without the capable and valued assistance of Col Rod Holton and Lt Col Rich Schein, members of Rocky Mountain Region; Col David Hurtado, Colorado Wing Vice Commander; and Lt Col John Grubb and Major Tony Woltz of Idaho CAP. These members filled some critical rolls and assisted us in a combined force that proved to be Highly Successful. We all learned from each other and these lessons have already proven extremely valuable to subsequent operations in this and other Wing's operations.

Our ground team led by C/ Capt Heidi Brainerd received valuable training from CAP Idaho member Lt. Dehn and our ground team led by 2Lt Timothy

Eichner performed exceptionally well. Lt Timothy Eichner received a challenge coin from the Air Force for his efforts.

A side benefit of the OPSEVAL was the orientation flights for two of Montana's Emergency Preparedness Liaison Officers (Col Dave Kontny from the Army and Col Monte Boettger of the Air Force Reserve) and the Safety and Education Bureau Chief of Montana Aeronautic Division, Mt Harold Dramstad. These flights clearly demonstrated that we know our business and we are a valuable and competent Search and Rescue asset for the State of Montana.

After the debriefing, Wing senior members led by Col Nolan Teel, served the members a fantastic celebration BBQ feast in the Womack Building on Ft Harrison. At that BBQ, Col Carl Koeber, a former Wing Commander, was presented a plaque to celebrate his 40 years in CAP. Well done Carl and thanks for all of your dedication to serving your Montana community.

I cannot say thanks enough to all Montana Wing members and contributors from outside the Wing. We all worked very hard and for a long time to prepare for this OPSEVAL. I'm honored to be in the company of so many extremely talented cadet leaders in this Wing. They continue to make a significant contribution to the Wing's achievements. The results speak for themselves, we earned that Highly Successful rating together. ★

LEWIS & CLARK CADET SQUADRON

By Lt. Col. Shelly Metzger

Children's Citizenship Ceremony

On 3 AUG 15, at the Montana State Capitol Rotunda, children from four countries raised their right hands and recited the oath of allegiance to the United States of America.

The ceremony began with four uniformed cadets, who carried the American and Montana flags into the rotunda. Emotions were high during the presentation of the colors and the Nation Anthem that followed.

After the administration of the oath of citizenship, the group participated in the pledge of allegiance for the first time as United States citizens. Governor Steve Bullock, the guest speaker, was the first to congratulate these newest citizens of the United States.

As the ceremony came to a close, spectators watched in silent meditation as Civil Air Patrol cadets retired the colors. Governor Bullock stayed for the welcoming celebration held immediately after the ceremony.



Big Sky UAV Visit

Our squadron really enjoyed meeting the staff from Big Sky UAV on 30Jun15. We learned many things about UAVS (unmanned aerial vehicles), they come in all sizes, how they fly using aerodynamics, thrust, control, etc. and we discussed ideas on where and how they can be used in CAP activities.



BSU brought an assortment of UAVs for demonstration and hands-on training. The smallest one fit in the palm of your hand. Cadets were able to try controlling the UAV from line-of-sight remote control and virtual reality headsets. Our cadets could really get a feel for how math, science and engineering can be fun and rewarding.

Missions

Continued from page 1 . . .

know that MTWG is noticed and is most defiantly a force in RMR.

All of our Missions both real world and training this year have resulted in no miss-haps. This speaks volumes of the wings dedication to professionalism and the core value of excellence in all we do. I trust that MTWG will continue to remain diligent in our responsibility to ourselves and each other and set the standard in RMR for Safety.

As we move from the summer months to the fall, transitioning to school starting, football and cooler weather I am tasking you to use the following three questions as checklist for your personal CAP commitment:

- What can I do to help my unit?
- What can I do to help fellow CAP members?
- What is my legacy in CAP?

Remember we all volunteered to be part of CAP. If all of us take one part of MTWG and own it and work with each other, think of what we can achieve. As always, thank you for your service and support to CAP and MTWG. ★



The dates have been set for our
2016 Montana Wing Conference!

Montana Wing Conference

April 16, 2016

The Great Northern Hotel
Helena, Montana

The website will be live 1 Jan 2016

After two very successful wing conferences, expectations are even greater for 2016! This is where you come in - we need your feedback, class ideas, instructors, volunteers to help with banquet decorating, and multiple other things. If you are interested in helping out please contact me @ 406-200-2091.

Hope to hear from you soon,
Capt. Dana Lariviere

Be sure to have a look back at the 2015 Montana Wing Conference photo gallery at:
http://mtwg.cap.gov/images/2015/2015_Wing_Conference/Pic.html

OUTSTANDING CADETS

Lewis & Clark Cadet Squadron

Cadet Commander Nathaniel Wordal recently earned the prestigious General Billy Mitchell Award. This award marks the completion of the leadership phase of the Civil Air Patrol. It, also, includes the achievement of the grade of Cadet Second Lieutenant, which promotes the cadet to the officer ranks.

Cadet Commander Wordal also received the AFA Outstanding Cadet of the Year Award. This is in recognition of outstanding achievement in leadership and academic standing in the CAP.

Cadet Commander Wordal recently graduated from Helena High School with honors, and is attending Montana State University on an Air Force ROTC Scholarship.



Flathead Composite Squadron



Cadet 2nd Lt. Toth Mendius and Cadet Chief Master Sgt. James Duram each won a \$150 Encampment Scholarship from the Veterans of Foreign Wars - Department of Youth Development, Scholarship and Recognition Programs for outstanding leadership.

Cadet Capt. Catherine Turk received the Civil Air Patrol Officer Citation and Medal Award in special recognition of outstanding achievement and exceptional leadership ability as a Cadet Officer.



Standards & Evaluations

Safe Flying Techniques

By Lt Col Pete Graf, MT Wing Stan/Eval Officer

Techniques to help improve the proficiency of Montana's pilots as well as their overall flying safety:

1. **STEEP TURNS:** They are not difficult to fly but practice sure helps them look good. Before starting, make your clearing turns. During the clearing turns select a prominent landmark, such as a mountain peak, road, riverbed, or distant valley to be your start and stop point. Before you start the turn, establish a reasonable speed. I recommend 100 knots minimum but not much faster since it should be below VA and check your power setting. REMEMBER, drag increases when you go into a turn. At 45 degrees of bank the plane's "effective weight" increases by about 40 percent. At 60 degrees of bank the plane's "effective weight" doubles. Some pilots expect that a plane at 45 degrees of bank can maintain level flight without increasing power. Let me assure you, that isn't the case. At 45 degrees you should add about 1 to 1.5 inches of manifold pressure, and at 60 degrees you will need about 2 inches.

Ok for power; how do we roll into the turn? Many pilots start adding backpressure as soon as they start the roll. Bad Form! That will cause the plane to nose up and start a climb. I recommend that you don't add any backpressure until passing 30 degrees of bank. For the 45 degree bank turn you will only have to add a little backpressure. Now, at 45 degrees your dashboard should be angled half way between the horizon (horizontal) and the vertical. Note where the dashboard and horizon intersect. If the horizon does not move up or down you are doing what you should. If the horizon moves up, you need to add back pressure to keep the nose from descending, or release back pressure if the horizon is descending. Another way to correct for nose low or high attitude is to change bank. However, be judicious about this because you should maintain bank angle in the turn +/- 5 degrees. That's not much of a change! As you approach your roll-out point, think about the rollout. All backpressure should be neutralized by the point when you reach 30 degrees, or the nose will climb. Seems simple doesn't it? Actually it is, but remember to push that yoke forward.

As an afterthought, let's talk about the use of rudder (I started the sentence this way because many pilots treat the rudder as an afterthought). Although it is the most aft portion of the plane, it should never be left to an afterthought. Good use of the rudder is integral to making a proper roll. Our planes have a characteristic called "adverse yaw". The rudder overcomes this yaw and makes your roll a pivot rather than a roll that causes your stomach to swoosh from side-to-side. The rudder should be depressed while you move the yoke left or right. The amount of depression should correspond to the amount you turn the yoke. Once established at any bank, including zero bank, neutralize the rudder except to center the ball. Many of you are wondering about using instruments to perfect your steep turns. The steep turn is actually a VFR maneuver. So staring straight ahead at the instrument panel is not the way to fly this maneuver. Keep your eyes looking out of the cockpit! You gotta see where you are going and watch for other aircraft. Use your outside clues for bank and pitch control. You should glance inside only occasionally to monitor the correctness of your maneuver.

2. **ENGINE FAILURE IN FLIGHT:** The saying goes that the propeller is actually a fan to keep the pilot cool - Just watch him/her sweat if it should stop. There are two things that all pilots should do before starting the engine failure in flight checklist. They should be accomplished simultaneously: Look outside for a safe engine-out landing spot while you are trimming for best glide speed. The trim technique I recommend is to trim the nose full up and then two full strokes on the trim wheel nose down. That trim setting will normally get you within 5 knots of the best glide. After you've turned to the chosen landing spot, you can make a fine adjustment to the trim for best glide. Now is the time to accomplish the checklist items and try to get that fan turning again. I've seen way too many pilots immediately put their heads in the cockpit to run through the restart procedures while the only acceptable landing spot is rapidly disappearing to the rear. That's because they didn't determine where they can land and head to that spot first. If you fly toward a safe engine-out landing spot and you can't get the fan turning, well, OK, you can still land. But if you flew away from the only suitable landing spot and you can't get the fan started, your chances of surviving a tree or rocky-slope landing are not good.
3. **FORCED-LANDING LOCATION:** I hear and read a lot of opinions about where to land. Here are some of my thoughts. Country roads are a good option IF you are sure there are no power lines or fence lines right nearby. Non-paved country roads can be narrow and full of pot holes which can throw you around or into the borrow ditch. These ditches run parallel to and on both sides of most roads. In some cases they are very deep. I don't recommend those dirt roads although some pilots have managed to land safely on them. Interstate highways are a good option if there is no traffic and/or you will be going same direction as the traffic.

If landing with traffic, you will certainly surprise a driver if you land over him/her because they can't see up and behind. Remember the best glide speed in a C-182 with flaps down is about 70 knots. That will equate very closely to the driving speed of 75 mph. So in theory you could slip in between vehicles if you had to when landing with traffic. Regardless, remember, the drivers will be shocked to see a plane suddenly depart the sky and become a land tricycle with big wings.

Then there are fields. There are several fields that you should really avoid: those with sprinklers, bales of hay, dark brown color, or tall, especially green, foliage that you can see blowing in the wind. The first two are obvious but those obstacles can often be hard to see until almost too late. The dark brown fields are usually those freshly turned, tilled, or otherwise quite soft. They could easily grab your main gear and cause the plane to nose over as you touch down. The heavy foliage whether wheat or leafy foliage can catch your main gear in an otherwise perfect off-field landing and cause the plane to flip over forward. If you have a choice, such as in the area to the southwest of Bozeman, go for the light yellow with brown showing through. They are fields that have been cut but the ground was not recently disturbed. They should be fairly firm and would likely make a good off airport landing spot. Another consideration is the location of people. I recommend, if you have a choice, to select a place fairly close to a house or some other activity so they can easily spot you and assist in a rescue.

If you have any comments or questions about my article, please contact me at grafpeter@q.com.
Happy Flying! ★

Spotlight On Success

Senior Members Invest in Education

Lt. Col. Charles Statum, Director of Professional Development

We had beautiful weather at Ft. Harrison on July 18-19 for our Annual Montana Wing SLS & CLC training. 15 students, 2 instructors, 1 director, and 1 guest speaker participated in Squadron Leadership School (SLS) and Corporate Learning Course (CLC) sessions.

- SLS provides CAP adult members with a basic understanding of CAP operations at the squadron level. During this time students work through case studies, discussions, and group assignments. SLS is required for completion of the Senior Member Level 2 and the awarding of the Benjamin O. Davis Award.
- CLC discusses the relationship between the squadron and the wing, how wing operations accomplish CAP's three mission as well as describing the working relationships wing staff officers have with each other and their squadron level counterparts. CLC is required for completion of the Senior Member Level Three and the awarding of the Grover C. Loening Award.

Capt. Michelle Wiseman did an excellent job directing these both courses. She arranged for Lt. Col. Charles Statum and Maj. Ivan Marcano to teach and was even able to get Mr. Joe Macklin to present his excellent briefing on the CAP/USAF relationship.



The following members completed SLS:

- SM Kimberly Carlson
- SM Kelly De Loach Gauslow
- 2nd Lt Seth Gibson
- SM David Herzberg
- SM David Knight
- 1st Lt Dana Lariviere
- Lt Col Thomas Reynolds
- 2nd Lt Roger Shaw
- 2nd Lt Terry Wickman

I would really like to see all SLS graduates in CLC next year as well as many more from the wing. These are great classes and a fantastic opportunity to meet and interact with members from other squadrons.



CLC was completed by these members:

- 1st Lt Robert Ball
- TSgt Matthew Carlson
- Capt Laura Furniss
- Capt Edward Kurdy
- Capt Robert Schneller
- Capt Michelle Wiseman

For those of you who graduated from CLC, either this one or a past course, may I remind you that instructing or directing an approved CAP course are requirements for achieving your Paul E. Garber Award for Level 4 and Gill Robb Wilson Award for Level 5. Please consider serving in these roles, besides; it's fun.

If you would like other training session scheduled to meet your advancement requirements, please contact me at: chuck49@bresnan.net.

FLATHEAD COMPOSITE SQUADRON

By Capt. Bob Schneller

Splashed in bold across the top of the Flathead Valley's local newspaper on July 3 this year was the headline "No Fireworks - Period." Record high temperatures combined with record low rainfall meant this Northwest Montana community was heading into the Independence Day celebrations with a complete ban on a tradition dating back to 1777. While nearly every resident of this parched, heavily forested region of the country understood the necessity of the ban, still, many wondered if this year's Fourth of July celebration would feel "different," or, to put it candidly, less patriotic.

Flathead Valley residents from Kalispell began their tradition at 9am, pushing strollers, toting lawn chairs, and leading toddlers to find a place along the town's Main Street. Anticipating candy, the youngsters positioned themselves strategically, with a view of Mom and Dad from one eye, and the well-known Fourth of July Parade route from the other. For the more seasoned parade-goers, however, this was less about their sweet tooth and more about participating in 239th anniversary of our Independence. Knowing that without fireworks, the parade would be the highlight of the day as far as neighborhood gatherings go, many watched with an understandable skepticism and an unspoken question: would this one event, so early in the day, be enough properly say "Happy Birthday, America?"



Enter Flathead Composite Squadron's Drill and Ceremonies team! After a safety briefing which emphasized the potential for dehydration and heat stroke, the Color Guard and Drill team took their place at the head of the parade. With Colors waving majestically against a blue Montana sky, Civil Air Patrol once again reminded this community that America IS beautiful, and we are proud to call her home. Respectful residents

uncovered their heads and saluted or placed their hands on their hearts. There was whistling and cheering from block after block as Old Glory passed. It was going to be a good 4th after all!

Following the drill team were Squadron 053's "float," the Explorer and the Van, with our Senior Officers, ever in recruiting mode, waving to the crowd.

With temperatures climbing toward 99 degrees when the Kalispell parade wrapped up, the team climbed back into their respective vehicles to immediately head to Bigfork. Known for its patriotic display on the 4th of July, the town of Bigfork swells from 1000 people to 3000 for this



annual celebration. Once again, Civil Air Patrol presented the Colors with due ceremony. The crowds lining Grand Avenue enthusiastically cheered “U-S-A! U-S-A!” when they saw the much-anticipated flag advancing toward them at the head of the parade. “This was the best part of the 4th of July,” Cadet Chief Master Sgt. Kaylie Burback later commented, “when the whole block got going on it.” The scorching heat caused some parade goers to consider the sacrifices of those in uniform, all who have worn it and all who still wear it, particularly those in the desert heat on the other side of the globe unable to even think about finding shade. Veterans, marching directly behind the Colors, were showered with praise and admiration. “It was nice to see how many people appreciate our soldiers,” Burback reflected later.

As the Squadron 053 Color Guard gracefully wound their way back along the mile-long trek, through the throngs to the starting point of the parade, this writer repeatedly heard and observed appreciation directed toward the group in the Dress Blues uniforms.

But the day was not over yet for some of these Cadets and one Senior member, as yet another celebration awaited. Thanks are in order to Cadet 2nd Lt. Tyeler Dana, Cadet Chief Master Sgt. Kayli Burback, Cadet Senior Master Sgt. Matthew Brockman, and Cadet Chief Master Sgt. James Duram, along with Lt. Col. Chuck Statum, who wrapped up the 4th of July at a neighborhood affair honoring America’s Independence and all veterans. This annual occasion is well-known for an impressive pyrotechnic show lighting up the sky, but once again, with the ban on fireworks, CAP’s display of the Colors would suffice to help this patriotic group say “Happy Birthday America, and thank you, Veterans.”

Asked what allowed them to keep going and not miss a beat, Cadet 2nd Lt. Tyeler Dana and Cadet Chief Master Sgt. Kaylie Burback agreed on one thing: drill. At 9:45 pm, when both body and mind were ready to call it a day, the repetition and training paid off. “You have it so ingrained that when you go on auto pilot, you’ve still got your technique down,” answered Burback, when asked how they managed. That being said, Cadet 2nd Lt. Dana believes there is always room for improvement. “I haven’t drilled them enough,” he said. “In the future, I’d like to have extra Color Guard practices where we can work on better and more advanced performances. Another goal of mine is to have a team together where we could participate in Wing, Regional, and National Color Guard competitions.” Still, he agreed that by the end of the day the sense of “what to do” should be automatic. However, “when it comes right down to it,” Dana expressed, “you’ve just got to be on your toes. Mistakes can still happen. You learn from every performance.” Lt Col

Statum, who has seen his share of CAP Color Guard performances, seconded this. One thing is for sure: the Flathead Valley loves Civil Air Patrol, and they love to celebrate America. There will certainly be plenty of “next times” for the Color Guard and Drill Team of Squadron 053. ★



What makes a good password?

By 1st Lt. Rob Ball, Dir. of Information Technology & Webmaster

We should start with what makes a bad password. You can easily search the web for a list of commonly used passwords. If your password is on any of these lists you should stop using it immediately. Your password should not include family names, pet names, birthdate's, SSN's, phone numbers, addresses or anything easily guessable such as hobbies or favorite anything. This type of information is easy to obtain and easy to guess, especially if you use social media of any type.

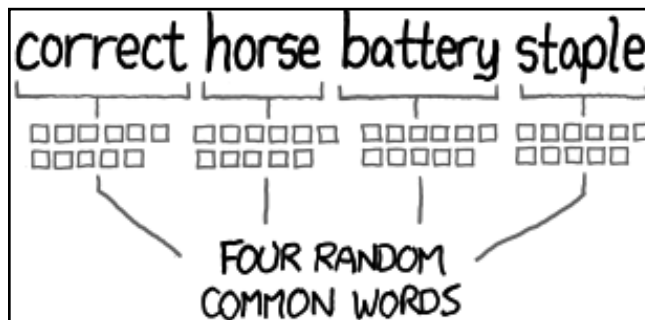
It is easy to say what makes a bad password, picking a good password and policy is fluid due to quick changes in technology. Long gone are the days that a hacker will sit at a computer and hand try many different passwords. As computer processors become faster, the number of passwords a computer is able to try per second increases significantly. Take a 6 character password "HelpTo" for example. A typical desktop can brute force this password in about 4 seconds. If you try to complicate this password by adding numbers and a symbol and make it "H3lpT@" it will only delay that crack to around a minute. An organized hacking ring or government organization's systems would be able to crack these passwords in a much smaller time window.

So how do you make a good password? Longer is better. How long that password needs to be really depends on what you're trying to protect and what technology is currently available. Right now I recommend more than 10 characters (a 10 alpha only password would take about a year to crack on a desktop PC). It doesn't need to be a complicated password either. Pick 3-4 words that don't include anything personal. As an example "Dogsgotobreakfast". This would be an easy to remember password that is hard for a computer to crack (around 1 trillion years) and easy to remember. If you wanted to add a number, capital letter, or symbol it would take even longer.

Now that you know how easy it is to pick a good password here are some other tips you should follow.

- Don't use a single dictionary word that happens to be longer than 10 characters as the only word in your password. I recommend at least 4 words or more.
- Don't tell anyone what pattern you use for your password or how long it is. Come up with something unique that you can remember.
- Don't use the same password on multiple websites or applications.
 - o I highly recommend an industry tested password keeper of some sort, just make sure you protect it with a very good password and keep a backup in a secure location.
 - o Setup dual factor authentication.
 - o Keep the software updated.
 - o Keep an eye on the news. If your password keeper software has a flaw this is one of the places you may hear about it.
 - o Dishlane, Keepass, 1Password, RoboForm seem to be good password keepers.
- If you use a password keeper, let it generate a password for you.
- Change your master password at least annually.
- Be very careful accessing private information on a public computer or Wi-Fi connection, I lean towards avoiding this at all costs.
- Limit what information you keep on the web. Cracking a password isn't the only way your information can be exposed.

Sources: <https://howsecureismypassword.net/>, <http://lifehacker.com/5529133/five-best-password-managers>, <https://xkcd.com/936/>



Summer Encampment Wyoming

By Capt. Noah Warren & Capt. Bob Schneller



Our Montana Wing had 20 cadets and seniors that completed the 2015 Wyoming Wing Encampment, held August 1-9 at Camp Guernsey Wyoming. Cadets from Billings, Bozeman, Butte, Great Falls, Missoula and Kalispell made up the Montana team and were ready and eager to get going.

Sunday consisted of classes and team exercises followed by several games of Ultimate Frisbee.

Monday the cadets went for a ride on a Wyoming National Guard C-130 followed by more classroom instruction.

On Tuesday Brigadier General Greg Porter visited with the cadets talking about his career and how he leads and serves his country.

Wednesday was firearms training in the FATS Simulator and the Wyoming National Guard Army Aviation gave rides in UH-60 Blackhawks offering cadets a rare birds-eye-view of scenery. The Wyoming Air National Guard also flew orientation flights in a C-130 around Laramie Peak with dramatic views from the open rear door.

On Thursday activities continued with climbing the hills at the Guernsey State Park and using compass navigation to locate markers and way points to solve a riddle, eating lunches of Meals Ready to Eat used by military members around the world, obstacle course challenges, model rocket launching, seminars, and soaking tired feet in the lake to cool off.

Friday included additional classes, the obstacle course and then the final game of Ultimate Frisbee. Cadets vs. Staff with Staff taking the big prize.

Saturday was a day of team building with dinner and tour at Fort Laramie.

The final day, Sunday was barracks clean-up and Graduation in a formal military drill formation in front of friends and family. Montana Wing Cadets took home the most Cadet Awards for 2015 and Lt. Robyn Drucker from Kalispell took home the Honor Senior Award.

All of the classroom sessions focused on Civil Air Patrol and U.S. Air Force topics, aerospace education, professional development, leadership, and emergency services. In addition, cadets trained in drill and ceremonies, and learned about land navigation and Newton's Laws. Cadet Tech. Sgt. Joshua McOmber says 'It was a fun, rewarding experience with lots of teamwork, training and education. My favorite part was the land navigation course.'

After Graduation it was back into the CAP vehicles for another 15 + hours to ride back home. Another great Encampment in the books.

SERGEANT AS A SERVANT-LEADER

By TSgt Matthew L Carlson

It's seen when First Sergeants take the time to know each of the Airmen in their squadrons. It's seen when Chief Master Sergeants spend their Thanksgiving serving their subordinates in the mess hall.

Though not always recognized as such, servant leadership — putting the needs of others first and helping people develop and perform as highly as possible — is ingrained within the NCO Corps. In fact, the very word sergeant comes from the French word for servant. It's the type of leadership that all NCOs should aspire to if they want to lead in today's Army, said Command Sgt. Maj. Rory Malloy, commandant of the U.S. Army Sergeants Major Academy at Fort Bliss, Texas.

What is Servant-Leadership?

While servant leadership is a timeless concept, the phrase “servant leadership” was coined by Robert K. Greenleaf in *The Servant as Leader*, an essay that he first published in 1970. In that essay, Greenleaf said:

“The servant-leader is servant first... It begins with the natural feeling that one wants to serve, to serve first. Then conscious choice brings one to aspire to lead.... in the care taken by the servant-first to make sure that other people's highest priority needs are being served. The best test, and difficult to administer, is: Do those served grow as persons? Do they, while being served, become healthier, wiser, freer, more autonomous, more likely themselves to become servants? And, what is the effect on the least privileged in society? Will they benefit or at least not be further deprived? “

Doing what people need.

Servant leadership isn't about being weak and giving in to what everyone wants. It's about identifying what people need, said Jim Hunter, an author who has researched, written about and taught servant leadership during the past 35 years. “Since servant leadership is about meeting people's needs, leaders must hold people accountable for reaching high standards. If you don't hold people to excellence, you're a thief and a liar. You're stealing every time you take a paycheck, because the taxpayer or the people paying your check are paying you to hold people accountable.”

Origin of the Term Sergeant:

c. 1200, “servant,” from Old French sergent, ser-jant “(domestic) servant, valet; court official; soldier,” from Medieval Latin *servientum* (nominative *serviens*) “servant, vassal, soldier” (in Late Latin “public official”), from Latin *servientem* “serving,” present participle of *servire* “to serve”

Specific sense of “military servant” is attested from late 13c.; that of “officer whose duty is to enforce judgments of a tribunal or legislative body” is from c. 1300 (sergeant at arms is attested from late 14c.). Meaning “non-commissioned military officer” first recorded 1540s. Originally a much more important rank than presently. As a police rank, in Great Britain from 1839.

Made, not born

People don't have inherent personality traits that make them better leaders, Hunter said. They learn and grow into being better leaders. "Character is learned behavior, and so is leadership. Leadership is a learned or acquired ability available to 95 percent of the population. Great servant leaders accomplish the mission, take care of their people and balance the two."

Implementing servant leadership

Most people don't disagree with the principles of servant leadership, which include practicing integrity, honesty and loyalty. But oftentimes, most leaders struggle with implementation, Hunter said. "The only way you ever get this stuff into your game is you have to practice ...that's the disconnect for most people."

"To implement servant leadership, NCOs need to focus on their Soldiers' needs. The hardest thing about the implementation piece is just doing it, understanding it and then daily reflecting back and trying to live it," Malloy said. "The easiest thing is to say it. The hardest thing is living it."

Characteristics of a Servant-Leader

Servant leaders can be recognized by the following character traits:

- **Patience** shows self-control.
- **Kindness** gives attention, appreciation and encouragement.
- **Humility** means being authentic without pretense.
- **Respectfulness** treats others as important people.
- **Selflessness** meets the needs of others.
- **Forgiveness** gives up resentment when wronged.
- **Honesty** is free from deception.
- **Commitment** means sticking to your choices.
- **Service** sets aside your own wants and needs to seek the greatest good for others.

Well Worn Shoes

I've been a Non Commissioned Officer in the Army (Active, Guard, and Reserve) for 23 years. The best example of Servant-Leadership I have seen in all that time occurs at every field exercise during meal time. As a supply sergeant, one of my roles is the delivery of Hot Meals to the company. I was responsible for inspecting and receiving the hot meals from the Field Kitchen and delivering it to the Company and Platoons that were on the front line. At every meal, the Platoon sergeant would ensure that every single one of his troops had a hot meal before he would take his own. Every. Single. Time. This is a method to ensure that the needs of his subordinates were always met.

The Army Creed of the Non-Commissioned Officer states: "*I know my Soldiers and will always place their needs above my own.*" To me, this phrase embodies the role of the Servant-Leader, the Sergeant.

Sources:

The Servant: A Simple Story About the True Essence of Leadership, by *James C. Hunter*

The Servant as Leader, by *Robert K. Greenleaf*

'Sergeant' means 'servant': How NCOs typify the servant leader, by *Jennifer Mattson* ★

CROSSWIND COMPOSITE SQUADRON

By Cadet Capt. Heidi Brainerd

The summer has been a very exciting one for us, and it has been filled with lots of events from the start.

In May, several of our cadets joined the Gallatin Composite Squadron in Bozeman for their Memorial Day Parade. The cadets had a great time getting to know everyone, and they said that marching in the Parade was a really cool experience. The parade also helped to remind all of us how much our soldiers' and their families give up so that we can have the freedoms that we do!



The next major event series was assisting Gallatin Composite Squadron with the Murdock's Shooting Expo in Logan on July 25th. The next day was a fun hike up to Pine Creek Falls. We all took turns standing under the falls and cooling off! On the way out from Pine Creek the cadets were tasked to make a quick stretcher, and then carry me about a quarter mile out. Despite it being hard-work the cadets spend the whole time laughing and working really well as a team!

As the summer went on we began to plan a weekend camping trip for the squadron. We choose to go to Fairy Lake and spend Saturday and Sunday up in the mountains. While, we weren't able to do all the activities we had hoped to, due to the smoke,

everyone that went still had a lot of fun! Activities included learning about shelters, fire building, and water survival skills. The cadets spent the afternoon trying to build a raft from the driftwood in the lake, and they learned just how much thought and time is required to build something that will carry five people safely.

Overall, our summer has been filled with several major events that many of our cadets have participated in!



GALLATIN COMPOSITE SQUADRON

By Tech. Sgt. Matthew L. Carlson

Adopt – A – Highway

On May 24th, members of the squadron demonstrated their continuing commitment to serving our community by participating in MDT's Adopt-A-Highway program. Each quarter we have 'clean-up days' on the I-90 Frontage road between Spring Hill Road and W Griffin Drive in Gallatin County.



Bozeman Memorial Day Parade and Overnight Lock-In at the Belgrade Armory

Gallatin Composite and the Crosswind Squadron members represent the Civil Air Patrol at the sixth



annual Memorial Day parade.

On Sunday before the parade, members participated in parade prep and team-building activities in the afternoon and evening. The next day was a sunny success on Main Street in Bozeman. Civil Air Patrol marched to cadence for the entire parade route, stopping only pay respects to the Gold Star Families as they passed by. Gold Star Families are those who lost a family member in

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UAV Camp

Inaugural Unmanned Aerial Vehicle National Flight Academy Held in Kalispell

By Capt. Bob Schneller

Civil Air Patrol's Inaugural Unmanned Aerial Vehicle NCSA National Flight Academy was held in Kalispell August 16 – 22. Twelve Cadets were chosen from 64 applicants flew into Glacier Park International Airport August 16th and were transported to the Easthaven Baptist Church where they were billeted. They were greeted by Col Dan Leclair – Activity Director and Northeast Region Commander, Col Joe Sirois, Northeast Region Vice Commander, Lt Col Cathie Spaulding and Captain Mark Spaulding Logistics Officers - Northeast Region. The first of many briefings were given by Col Leclair after everyone got settled in.

Monday morning cadets were treated to a 0600 wake-up, breakfast and then were transported to an undisclosed airport near Kalispell for their first flight briefing by Bruce Determann, CEO of Innova Flight Training & Systems, designers of the training program. UAV demonstration flights followed the briefing and each student pilot was given a ten minute test flight using the T28 UAV Trainer. Justin Sands of Unmanned Systems, Inc. was the Pilot in Command for all UAV flights and demonstrated the Sandstorm UAV to the student pilots. Sandstorm, along with Longshot operating system are patented technologies owned and operated by Unmanned Systems, Inc. After the demonstration flights, the student pilots returned to the church for lunch followed in the afternoon with the first day of Unmanned Aerial Systems (UAS) Private Pilot Ground School taught by Doug Forest, ATP SEL/MEL/Rotorcraft Helicopter, Gold Seal Instructor, EC135 Helicopter Pilot, FAA DPE for seven years and cofounder of Innova Flight Training & Systems.



Monday evening at the church the cadets were then divided into two 6 person flights (Alpha and Bravo). Tuesday through Friday Alpha and Bravo Flight Student Pilots alternated mornings and afternoons between the airport and ground school so each flight could take advantage of the early morning calm wind conditions. The afternoon student pilots learned how wind effects take-off, cruise flight, and descents to landings.

Monday after dinner the student pilots toured the Glacier Park Airport (KGPI) Control Tower where they were briefed by the Supervisor on Duty on how the tower handles both IFR and VFR traffic in and out of the Flathead Valley.

Tuesday through Friday each flight returned to the airport for flight lessons or the class room for UAS ground school depending on their cycle. By Tuesday early afternoon each student pilot had soloed the T28 by accomplishing two take-offs and landings to a full stop. The student pilots then moved onto the Twin Otter UAV to become proficient on a heavier and faster UAV. While student pilots were flying the UAV aircraft, other student pilots were flying Quad Copters with Hovig Yarianian who is an Instructor and an Aerospace Engineer with Unmanned Systems, Inc. Flying

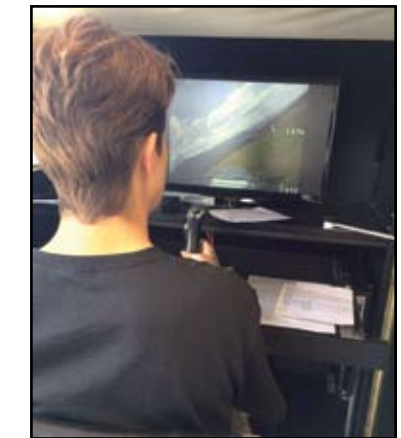
the UAV's from the Ground Control Station inside the hangar with a complete flight control system that provided live video streaming from the nose camera on each aircraft, the pilots were able to get the pilots eye view from the UAV they were flying.



Tuesday night after dinner was aviation career night. Tom Reynolds, West Point Graduate and Assistant Professor, who has a CAP Aerospace Master Rating and flew many aircraft while in the Army at Test Pilot Schools across the US wowed the student pilots with the numerous military aircraft he was rated in and the stories behind each of them. Following Tom was Michelle Petrina who owns her own Flight Training School in Kalispell and talked about the flight training avenues open to them and the careers each of them could work toward after their aviation training. Bruce Determann from Innova Flight Training & Systems closed out the evening talking about UAS career opportunities open to the Student Pilots and conducted a round table, gathering ideas from each of the cadet students on applications and uses of UAVs throughout Civil Air Patrol.

Flight Training continued Wednesday through Friday with each Student Pilot continuing their training, moving up to larger UAV Aircraft and training as a UAS Sensor Operator, learning how to point an onboard video camera at targets on the ground as the student pilot was flying a pre-programmed mission learning the autopilot systems. Ground School continued into Friday with a 41 question UAS/Private Pilot Exam on Friday. Everyone

Continued . . .



UAV Camp

Continued . . .



passed the exam with 90+ percent scores.

Thursday night Squadron 53 hosted the academy student pilots, academy instructors and senior officers to a BBQ at Lone Pine State Park. After a Hamburger feast with all the trimmings and followed by homemade Huckleberry Cheesecake for dessert all the cadets played many games of volleyball before nightfall came and everyone departed.

Friday was the big day for all the student pilots as they got to fly the Sandstorm UAV along with Justin Sands. This is the biggest and heaviest UAV at Unmanned Systems Inc. Friday evening was graduation night where Col Leclair, Bruce Determann, Doug Forest and Justin Sands presented each Student Pilot with a completion certificate, their Solo Wings and NCSA Flight Academy Patch.

This first UAV Training Class of 12 Student Pilot Cadets excelled and proved that the training they received from Innova Flight Training & Systems and Unmanned Systems Inc. was spot on and very successful. ★



Gallatin Composite Squadron

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combat and following the parade, Gold Star Families were honored at a Memorial Day service at Sunset Hills Cemetery. "This day is about those who have always known that there is no sale price for freedom," Len Albright with American Legion Post 14 said.

Headwaters Search and Rescue

The Gallatin squadron was proud to be part of the team that was called to search for a missing 8 yr. old girl. Saturday morning April 25th, 70 searchers, mostly volunteer, started scouring the Missouri River Headwaters. The weather reduced visibility and recent rain had increased the river flow and decreased water visibility. Incident Commander Sgt. Jeremy Kopp stated "We are not deterred by conditions today and will do everything in our power to find her."

Assisting agencies included:

Civil Air Patrol	Montana Rail Link
Broadwater County	Lewis and Clark County
Madison County	Stillwater County
Sweet Grass County	Fish Wildlife and Parks
Central Helicopters	MT Highway Patrol
AMR Ambulance	Three Forks Ambulance
MT Dept of Transportation	
Gallatin County Road Department	

Resources utilized:

- 1 helicopter
- 1 Civil Air Patrol plane
- 9 boats
- 8 dog teams
- 10 ATVs
- 20 ground searchers
- Management team

The victim was recovered at a later date. However, the efficiency and dedication by all of the people and resources to work together reinforced why we train and volunteer. ★